

INTIMATIONS



Ten Victor Records which
should be in every home

17908	(L'Arlesienne Suite (Bizet) Part 4. ... Vessella's Italian Band.
17784	(Caprice Espanol (Boisson) ... Venetian Trio.
17784	(Twilight—Crepuscle, Violin—Cello—Harp ... Florentine Quartet.
17784	(Album Leaf ... Lullaby—Cello—Harp ... Lullaby.
17784	(Norma—Fantasia ... Harp Solo ... Lullaby.
17784	(Lucia—Prelude ... Song ... Lullaby.
17784	(Tosca—Visi d'arte ... Song ... Lullaby.
17784	(Cielo Turchino ... Song ... Lullaby.
17784	(Madame Butterfly—Butterfly's Death Scene. ... Geraldine Farrar.
17784	(Mennett (Hady) ... Violin Solo ... Mennett.
17784	(Thais—Intermezzo ... Song ... Evan Williams.
17784	(When the Boys come Home ... Song ... Harry Lauder.
17784	(Bonnie Maggie Tanson ... Comic Song ... Harry Lauder.

MOUTRIE'S

VICTOR AGENTS.

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THE

PALISADE

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LOCATION NEAR POST OFFICE, KOWLOON.

TO-NIGHT!

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TEMPTATION

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Showing how Jack Caldwell, a young inventor of a new controllable torpedo, finally wins the day after many exciting events.

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IN THE SECRET SERVICE (2 Parts, Drama).
ECLAIR GAZETTE (Topical).
HUBBARD'S WEDDING DAY (Keystone Comic).
LOVE AND DIVINITY (Keystone Comic).

PRICES AS USUAL.

Hongkong, 8th August, 1916.

[29-3]

RELEASED UNDER THE RECENT AMNESTY. ECHO OF A CHINESE CAUSE CELEBRE.

An interesting case was recalled at the Mixed Court, Shanghai, on August 3rd (says the *N. C. Daily News*), when Mr. J. W. Rice made an application for the release of Chang Shui-tien, who, in February, 1914, was sentenced to three years imprisonment and expulsion from the Settlement for sedition.

The case was originally heard before Mr. K. Schirmer, German Assessor, and Magistrate Sun, the late Mr. Loftus E. P. Jones prosecuting on behalf of the Chinese Government, and Mr. J. W. Rice defending.

Extending over a number of weeks the case concerned an accusation against the defendant that in 1911 he started and had since been leader of a political association, or club, the Tatum-tung, which was alleged to be an association having very doubtful aims.

The defendant had been dissolved, but notwithstanding that order it was alleged that Chang had continued secretly to conduct, with others, the affairs of the association, and had even altered its name in order to avoid the suspicion of the Government.

The defendant set up that the society formed in the first year of the republic with the practical aim of uniting the five races in China and had been registered with the provisional Government at Nanking. The association was not a secret society. Evidence in support of this was given by Dr. Gilbert Reid, who said he had been asked to become a member of the association. Dr. Reid was not willing to do this, but allowed his name to go down as one who recommended it. He had examined the regulations and had found their appearance to be excellent.

Sentencing the defendant, the Assessor remarked that from the evidence it appeared that Chang was a bad character and was not fighting for liberty and political rights in the interests of his countrymen, but his only purpose was to obtain money by contributions from people whom he has misled.

In making the application for the release of Chang, Mr. Rice mentioned that there had been a general amnesty declared under which there had been a number of liberations from the French gaol. He also understood that there had been a request by the Chinese Government for the release of his client.

An order was made for Chang's release.

GERMAN ACTIVITIES IN NORTH CHINA.

The activities of what small number of Germans there remains in the Far East after the fall of Tsingtao in November, 1914, are worthy of close following.

In Tientsin, such German firms as the Sietas, Plumbeck & Co., Arnold, Karberg & Co., Ehlers & Co., etc., are said to be spending on an average \$400,000 daily for inducing Chinese agents to export raw materials for the manufacture of war supplies such as cowhides, etc., to the United States.

For the necessary capital in these commercial operations the interest due to the German loans from the Chinese Government and the German share of the Indemnity for the Boxers' Disturbance are being employed.

What is the more remarkable is that the German Government has contracted for the supply of armaments to the value of Yen 7,000,000 after the close of the European War.

As previously hinted, the Germans seem to have chosen Chefoo for their new base of operations. With the support of the Government, they have purchased large tracts of land and have built houses. They are great hands at winning the Chinese hearts and are laying the foundation for their new sphere of influence.

Moreover, they are openly bragging that the Chefoo-Weihien Railway should be constructed by the Germans the first thing after the War is over. (*Manchurian Daily News*).

It is proposed that opium cultivation, sale and smoking be permitted for a period of six months with a view to raising sufficient revenue to meet all financial problems now calling for settlement. The authorities hesitate to take this action on their own responsibility, but by so doing complications with foreign Powers, i.e., Great Britain, should arise. It is argued that if the business classes, represented by the Chamber of Commerce, urge the plan the authorities will incur less responsibility. Should the proposal be carried out the authorities will, later on, when the time for sowing the opium comes, issue colourless proclamations, against opium, but will not take steps to prevent cultivation.

The question is not yet settled, but opium is once more openly on the market, and I hear that large quantities of special glass shades for opium lamps are being imported. Up to the end of last year the regulations against opium were fairly rigorously enforced. At any rate, there was not the open traffic in it that there is now to be seen. Surely the country will not tolerate the going back on the question. It will be the more difficult later on to suppress the curse if it does.

OPPOSITION TO THE KUO MING TANG.

SEVEN TUCHUNS FORM AN
OFFENSIVE AND DEFENSIVE
ALLIANCE.

A vernacular paper states that the Tichuns of seven provinces have entered into an offensive and defensive alliance with one another against the Kuo Ming Tang. The paper says that owing to the recent strong opposition raised by this party in the South to the appointment of high provincial officials, who are not men of the party, the Tichuns concerned have deemed it advisable to stand together against the growing danger of the Kuo Ming Tang, which is now gaining sway over Hunan and Kwangtung. Those who do not belong to the party, when appointed to high positions in the provinces, are often strongly opposed by the members of the organisation under the pretext that the men appointed are members of the Pei-yang clique. The party is now trying to extend its influence in three new provinces, namely, Kiangsi, Anhui and Hupoh; and seeing the menacing activities of the party, the said Tichuns are said to have entered into an alliance with one another with the object of making a firm stand against the Kuo Ming Tang.

France ... is saving civilisation and is singing at her work.—Sir Walter Raleigh.

CHINA'S PARLIAMENT OPENED. SHORT AND SIMPLE CEREMONY BY PRESIDENT LI.

Over 400 members attended the opening of the Chinese Parliament on August 1st, and thus falsified the fears that a quorum would not be available.

The proceedings were very simple and call for little remark. President Li Yuan-hung delivered a brief address and later, made a plain and unadorned declaration that he would do his duty in accordance with the Constitution.

The unostentatious manner in which he arrived and departed, and the informal way in which he walked through the grounds caused much favourable comment (says the Peking correspondent of the *N. C. Daily News*).

Reuter's correspondent says:—The ceremony opened at 10 o'clock, when President Li Yuan-hung, attired in a frock coat, entered amid the applause of the assemblage and took his seat to the left of and slightly behind the Speaker, Mr. Wang Chin-shiang.

The Speaker of the Senate opened the proceedings by reading an address of welcome and congratulation to the members, which was received with applause.

President Li Yuan-hung read a short address of a similar nature, which was applauded.

Then everybody rose and bowed thrice in the direction of the National Flag behind the Speaker's chair, while the President's hand outside played the National Anthem.

President Li Yuan-hung then took an oath affirming his determination to abide by the Constitution.

The band played an appropriate tune, concluding the simple ceremony, which had lasted only ten minutes.

The galleries of the House were packed with spectators, including a number of foreigners.

After the ceremony the President, Ministers of the Cabinet and members were photographed.

THE BRITISH AND GENERAL LUNG.

OPINIONS OF THE HONGKONG AND CANTON CHAMBERS OF COMMERCE.

IMPORTANT SPEECH BY HON. MR.
LAU CHU PAK.

Inquiries made among prominent Chinese business-men in Hongkong yesterday led to the discovery that there is a deep-rooted feeling that the local British authorities are supporting General Lung to an extent which is not desirable in the present circumstances.

The opinion held seems to be that if this outside support were withdrawn Lung would leave Canton, Luk, his appointed successor, would automatically take possession, and that fighting would cease in view of the fact that the present conflict is a personal one between Lung and Shum and Li.

The Canton Chamber of Commerce, we understand, held a meeting recently at which speeches were delivered strongly protesting against what the members described as the undue interference of the British Authorities and the moral support, which, it was obvious from certain statements which had been made, was being given by the Hongkong Government to General Lung. At Canton, also, the opinion is held by the leading business-men, who are suffering heavily financially as a result of the conflict, that if the Hongkong Government would announce the withdrawal of the support from General Lung it would materially assist in the settlement of the situation.

These gentlemen seem to be of the opinion, as opposed to other opinions, previously expressed in the *Daily Press*, that Shum and Li will give way to Luk as soon as he arrives, and thus if Lung will evacuate, the fighting will come to an end; also if Lung is buoyed up with the feeling that he has the Hongkong Government at his back he will remain in the City for an indefinite period, during which time anything might happen.

THE HON. MR. LAU CHU PAK'S VIEWS.

The position taken up in the matter by the Hongkong Chinese Chamber of Commerce was outlined by the Hon. Mr. Lau Chu Pak at the meeting referred to. In the course of these remarks this gentleman said:—

This time last year we were here to devise means for the relief of the distress caused by flood. It was a heaven-sent misfortune, sent probably as a warning to the Cantonese. We are again assembled here to-day to endeavour to find means of providing relief for a distress occasioned by internecine war. War is the work of man. Man makes war and suffers for it. Is not the present calamitous situation brought on the Cantonese by themselves? As a result of two disasters, one sent by heaven and the other brought on by man, there is not a single spot in Kwangtung left undisturbed, nor a single person uninjured, directly or indirectly. The reports received by me from friends during the last few days show that vast numbers of refugees, both old and young, have fled from the disturbed districts, some carrying weeping children in their arms or on their backs, filling the roads with cries and groans. They flocked to Hongkong in order to keep themselves clear of the showers of bullets and to seek a haven of peace. Those having friends in the Colony have been able to find a temporary home: those who could afford it are now staying either in hotels or rented dwellings. But there is not a small number of persons who, perforce, have to remain exposed in the streets. It has been reported in the English Press that about twenty to thirty thousand persons are sleeping nightly in the streets. On the mainland, in the villages within the fighting zone, families have been broken up and scattered, some wounded by bullets, and not a few dying in ditches and gutters. I have further learned that the streets in the vicinity of Canton are choked with panic-stricken people carrying crying children, robbed of their homes and without the wherewithal to pay for new homes. Can anyone with a spark of humanity help sympathising with these unfortunate people? Are they the creators of their own miseries, or is their distressing condition caused by a few of their fellow-countrymen? Think—men ascribe the present unfortunate situation to the work of a small number of "distinguished and eminent persons" belonging to the Province. They say that their work is patriotic, that their aim is to preserve the race, their ideal Republicanism, and the common weal. I dare not endorse this opinion, nor dare I say

that I do not endorse it. Perhaps these great men have special motives beyond the ken of an ordinary person. If in the prosecution of a great undertaking public welfare is subordinated to self-interest, one's "patriotism" will only drive one's country to destruction, one's efforts to preserve the race will only lead to its extinction; and any attempt to maintain Republicanism and to promote the general welfare of the people will but end in failure.

THE OBJECTS OF THE CONTENTING FACTIONS.

The objects of the contending factions are apparent to the intelligent. Now their native country has been laid waste, and Kwangtung reduced to ruin, I wonder if, after the attainment of their selfish aims, and when they again enjoy peace and leisure, they will ever ask themselves whether they did the right thing by their compatriots. They can baffle the great deeds of the ages past, in comparison with their own achievement and they can dominate their quarter of the globe. For their countrymen, for the thirty million souls of Kwangtung, their work has led to the breaking up of families, to misery and destruction—calamities that cannot be repaired in a century. The present situation is filling those who have the welfare of family and country at heart with dismay. The present great disaster was declared by them to be inevitable. It is a pity that there are men who, knowing not the ulterior motive of certain persons, will sing their praises and worship their personality. They apparently imagine that only methods which would lead to destruction of country and race can be adopted for the conduct of national affairs. In recent years certain persons in whom the people used to repose implicit confidence, as one relies on the walls of a city, have thrown the words "love of country and care of the people" to the four winds, as soon as they had great power in their grasp.

THE END OF CHINA IS NIGH.

Alas! what age is this? It is the hour when the End of China is nigh. It is feared that not even the combined efforts of the whole people will avert that tragedy. In times such as these should internal strife be tolerated? If differences are not at once composed and peace restored the destruction of country and home is inevitable. "No eggs remain unbroken on the overturn of a nest."

Empty reputations hitherto enjoyed and the greatest power and interests will vanish like vapour. I greatly appreciate the enthusiasm of certain members of this Association who have approached me during the last few days with a view to providing a remedy for the present ills. But the Government of China has its responsibilities, and it is not proper for business people to interfere in politics. They should all know the laws of the land.

RESCUING THE DISTRESSED.

What we are here to discuss is the question of succouring the distressed, which is an object of charity. Our fellow-countrymen are now destitute, homeless, and starving. We are happy living in a happy land, but the voice of our kindred is calling to us for succour. We should all extend to them our help according to our ability. "Thus thou dost give and thus will thou receive in blessing." Gentlemen, I commend this important matter to your careful consideration and I invite your suggestions. In the hope that our object may be achieved I am prepared to follow your lead. As regards political matters it is not convenient or desirable for us to offer opinions.

Mr. Ho Kom-tong—This being a matter of charity I am sure it will have the whole-hearted support of all present.

Mr. Yu King-shu (Chairman of the Tungwah Hospital)—Succouring the distressed and the saving of our countrymen in general are two distinct matters. To accomplish the latter object seems difficult unless fighting ceases.

A Member—To save the people generally and to stop the war is not an easy matter. This Chamber might telegraph the Central Government to issue strict injunctions to the contending parties to stop fighting at once.

The Chairman—The suggestion just made appears to be the least feasible. Have you not read in the papers of how special commissioners were sent down by the Central Government to compose the differences of the various parties and how miserably they have failed? Orders from the Central Government are so many waste words to the South now-a-days. I am afraid the procedure suggested will not bear any fruit. This Chamber has written to the Tungwah Hospital suggesting the allotment of \$25,000 from the hospital funds for the object under discussion. This matter should first receive our attention.

Mr. Tong Yat-tsun suggested that any sum raised should go towards the relief of distressed persons in Canton as well as in Hongkong.

Mr. Ho Kom-tong—In that case there will be no end of people to relieve. Not only will \$25,000 be insufficient but even two millions five hundred thousand dollars will be scarcely enough. My opinion is that the attack on Canton was engineered by Shum Chun-han alone. Let this Chamber ask him, by telegraph, to stop fighting at once. Should he ignore our request there is public opinion to judge his conduct.

The Chairman—This, I fear, is but empty talk. The aims of Shum are high. If the orders of the Central Government could have no effect on him what result can this little Chamber expect to achieve? Besides, as I have already stated, we must not talk of politics, and to take the action suggested would be interfering in politics. Not only will it lead to no good results but harm may be done.

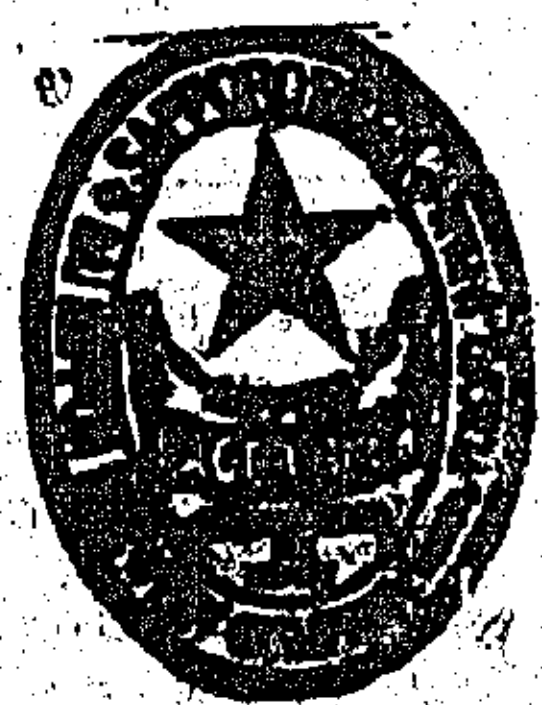
Mr. Ho Kom-tong—In the very exceptional circumstances, perhaps the Hongkong Government will allow a telegram to go.

The meeting eventually decided to appoint a special committee to confer with the charitable institutions in Canton and to take action for the relief of persons distressed through the Kwangtung disturbances.

BEER!



ASAHI!



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102 HURST STREET. TEL. 230-155.

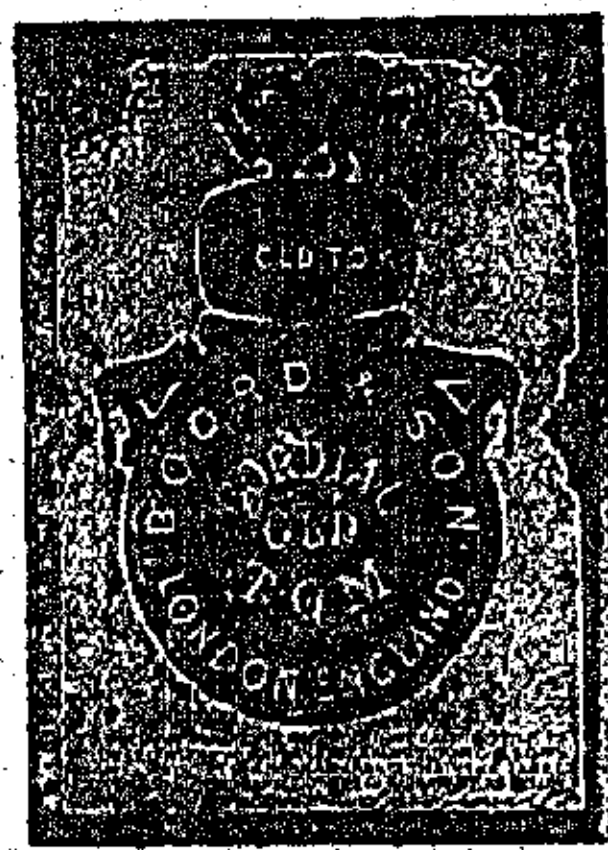
HONGKONG TIDE TABLE.

From 9th to 15th August, 1916.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Mean Time	Height	H'kong Mean Time	Height
Wed.	9	h. m.	ft. in.	h. m.	ft. in.
		7 48	3 7	9 49	3 7
Thurs.	10	5 40	7 1	1 4	1 0
		8 36	3 9	11 33	3 7
Fri.	11	6 42	7 6	2 19	0 6
		9 10	4 1		
Satur.	12	7 41	7 9	0 49	3 4
		9 40	4 4	3 10	0 4
Sun.	13	8 37	8 0	1 51	3 1
		10 9	4 6	3 28	0 4
Mon.	14	9 29	8 0	2 47	2 7
		10 37	4 9	4 13	0 6
Tues.	15	10 10	7 6	3 34	2 4
		11 6	5 1	4 56	1 0

JUST LANDED:

A SUPPLY OF



CALDBECK,

MACGREGOR & Co.

SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL.

THERE IS NOTHING TO JOKE ABOUT

in a backache. It may be serious, particularly with women. In all events it is sure to handicap your activities, at work or at play. There is no need to suffer.

Speedy relief is found in
LITTLE'S ORIENTAL BALM.

The sovereign cure for all external aches and pains. Why endure pain when you can stop it? That's what LITTLE'S ORIENTAL BALM does.

And it does it quickly. Backache, neuralgia, rheumatism, sciatica, sore throat, and headaches speedily and positively relieved. You will be sorry you had not heard about it sooner.

Sold at 1s. 4d. per bottle.
Agents for Hongkong:—
Messrs. A. S. Watson & Co., Ltd.
[914-21]

ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that the HONGKONG STOCK EXCHANGE will be CLOSED on WEDNESDAY at 2 P.M. until further notice.
By Order of the Committee,
EDWARD M. RAYMOND,
Secretary.
Hongkong, 8th August, 1918. [988]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of No. 11 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1918, of TWO DOLLARS PER SHARE.
DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 22nd instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 21st instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th August, 1918. [989]

GLEN LINE (McGILLIGOR, GOW & Co.), LIMITED.

FOR GENOA, LONDON AND HULL.

THE Steamship

"GLENLOGAN"
Captain G. Rogers, will be despatched for the above ports on or about 16th September, 1918. For freight passage and further information, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th August, 1918. [990]

THE HUMPHREY BISHOP COMPANY
(Assisted by Mr. DENMAN FULLER).

GRAND CONCERT

will be given in the BALL ROOM, GOVERNMENT HOUSE, on the night of the arrival of S.S. "NOVARA," due on 10th AUGUST, at 9.30 P.M.
A portion of the net proceeds will be given to the local War Charities Fund.

PROGRAMME.

- PART I.
1. "Lights are flashing" Oliver.
2. (a) "Till I wake" Finton.
(b) "Myself when young" Lehmann.
3. "Alas Russes" Wieniawski.
4. "The Jew Song" (Pauze) Gounod.
5. (a) "His First Long Trouser."
(b) "Doctor McGinn." Miss NOVA MOON.
6. (a) "Now Sleeps The Crimson Petal" Roger Quilter.
(b) "Gipsy Song" Dvorak.
7. "Moonlight" Messrs. MOON AND VERNY.
8. "The Prologue" (Pagnini) Leoncavallo.
9. "The Prologue" (Pagnini) Leoncavallo.
10. "The Prologue" (Pagnini) Leoncavallo.
11. (a) "La Rose Monnaie" Drigo.
(b) "Polka Pizzicato" Mlle. SUZANNE VERNY.
12. "Down in the Forest" London Ronal.
13. Suite (1st movement) Wieniawski.
14. "Fuzzy Wuzzy" Kipling.
15. "Good-night" Oliver.
THE COMPANY.
Booking at MOUTRIE'S.
Seats 32.50 Each.
Hongkong, 5th August, 1918. [976]

PROPOSAL FOR THE PURCHASE OF THE U.S.S. "CALLAO."

SEALED PROPOSALS will be received at the Naval Station, Cavite, P.I., until Noon on the 5th day of September, 1918, at which time and place they will be opened, for the purchase of the U.S.S. "CALLAO," appraised value, \$15,000.00, U.S. Currency.
The vessel will be sold for cash to the person or persons, or the corporation or corporations offering the highest price therefor.
Proposals must be submitted in a sealed envelope addressed to the Captain of the Yard, Commanding, U.S. Naval Station, Cavite, P.I., endorsed "PROPOSAL FOR THE PURCHASE OF THE U.S.S. 'CALLAO,'" and each proposal must be accompanied by a satisfactory certified cheque for not less than 10 per cent. of the amount of the offer.
On application to the Captain of the Yard, Commanding, Cavite, P.I., forms of bids and bonds, together with the terms and conditions of sale, also printed list giving general information concerning the vessel, will be furnished.
The vessel can be examined at any time after the date hereof by applying to the Captain of the Yard, Commanding, Cavite, P.I. It must be removed from the limits of the Naval Yard within such reasonable time as may be fixed by the Captain of the Yard, Commanding, Cavite, P.I.
The right is reserved to withdraw the vessel from sale and to reject any or all bids.
By direction of the Secretary of the Navy,
E. SIMPSON,
Captain, U.S. Navy,
Commandant.
[990]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 6th August, 1918, commencing at 2.30 P.M., at "Shorncliffe," Garden Road,
A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising:—
Teak hatstand with bevelled mirror, Tapestry covered drawing room suite, Leather covered armchairs, Music cabinets, Writing table, Bookcases, Ningpo table, Card table, Overmantel, Standard lamp, Bronze and brass vases and ornaments, China ware, Brass fenders and fire brushes, carpets, Curtains, Electric ceiling fans and fittings, etc., etc.
Teak extension dining table, Sideboard with bevelled mirror, Glass cabinets, Ningpo chairs, Tea tables, American Refrigerator, Dinner and dessert services, Cut-glass, Crystal, Cutlery, etc., etc.
Double brass and iron bedsteads, Double wardrobes with bevelled glass doors, Dressing tables, Marble top washstands, Chests-of-drawers, photographic lamps and gear, etc., etc.

Pantry and Bathroom requisites.

Also, A QUANTITY OF BLACKWOOD-WARE, Comprising:—

Curio Cabinet, Desk, Sofa, Armchairs, Tables, Flower stands, etc., etc., and

1 Cottage Piano, by C. Bechstein.

1 Gramophone and records.

1 Underwood typewriter.

1 Large marble statue.

1 Set Bee hives with accessories.

A QUANTITY OF Plants and Orchids.

On view from SUNDAY, the 6th August.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 5th August, 1918. [977]

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 10th August, 1918, commencing at 11 A.M., at the Hongkong and Kowloon Wharf and Godown, Co.'s Godown, ex S.S. "CHIVO MARU,"
A QUANTITY OF COPPER, BRASS AND IRON PIPES, FITTINGS, etc., etc.
Also, 3 BRONZE PROPELLERS.
On View Now.
TERMS:—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 7th August, 1918. [983]

BY direction of the Liquidators of the DEUTSCH ASIATISCHE BANK, Messrs. HUGHES & HOUGH will sell by Public Auction, ON FRIDAY, the 11th day of August, 1918, at 3 P.M., within the Building No. 7, Queen's Road Central, Victoria, Hongkong, formerly the premises of the Deutsche Asiatische Bank,
The Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement of the said premises, As follows:—
Four Large Fire-Proof Safes. Combination Cabinet Safes, Large and Small Desks, Bookcases, Teakwood Seats and Stools, Leather-covered Upholstered Desk and Armchairs, Sofas and Settees, 2 Clocks, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Wagon, etc., etc., Ceiling Fans, Electric Brackets, very powerful Electric Ceiling Light, Reading and Desk Lamps, etc., etc. (Full Particulars from Catalogue).
On view from FRIDAY, 4th August, until day of sale.
TERMS:—Cash.
JOHNSON, STOKES & MASTER, Solicitors for the Liquidators of the DEUTSCH ASIATISCHE BANK,
HUGHES & HOUGH, Auctioneers.
Hongkong, 2nd August, 1918. [967]

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Cus. J. GAUPP & Co., to sell by Public Auction, ON SATURDAY AND MONDAY, the 12th and 14th August, 1918, commencing each day at 10.30 A.M., on their Premises, Alexandra Buildings, Clutter Road,
VALUABLE STOCK IN TRADE, Comprising:—
Gold and Gem Jewellery: English, American and Swiss 18ct. and 14ct. Watches; Silver and Nickel Watches; Diamonds; Pearls; Marine Chronometers; Liquid Steering Compasses; Log Rotators; Sinks; Thomson Compass Cards; Board of Trade and Standard Mercantile Barometers; Megaphones; Anemometers; T. Squares; Set Squares; Curves; Microscopes; Thermometers; Spirit Levels; Surveying Chains and Arrows; Admiralty Charts; Nautical Books; Optical Sundries, etc., etc. (Full Particulars from Catalogue).
On View from 10th August.
TERMS:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, 7th August, 1918. [984]

NOTICE.

WE HAVE received information from Messrs. SUTER HARTMANN & RAHTJEN'S COMPOSITION CO., LTD., OF LONDON, that their Capital being entirely held by British Subjects, they have, with the Authority of the Board of Trade, adopted their well known Trade Mark as their Trading Title and shall henceforth carry on business as
"THE RED HAND COMPOSITIONS, LIMITED,"
by which name their manufactures will be designated.
The Company will continue as heretofore to be exclusively British controlled and managed, and their Compositions and Fabrics manufactured at the Factory, Fife Town, London, by British labour.
DODWELL & CO., LTD., Agents.
Hongkong, 5th August, 1918. [982]

HOUSES TO LET

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
Care of "Daily Press" Office.
Hongkong, 25th July, 1918. [940]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central (In Ice House Street). Apply to—
WILKINSON & GRIST.
691

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
665

TO LET.

From 1st May. OFFICES, 2nd Floor, St. George's Buildings. Apply to—
SHEWAN, TOMES & Co.
[518]

TO LET.

"ROCKLANDS," No. 7, Robinson Road. Apply to—
M. J. D. STEPHENS, 18, Bank Buildings
[800]

TO LET.

A HOUSE, in Observatory Villas, Kowloon. Apply to—
ARRATON V. APCAR & Co., 14, Des Voeux Road.
[811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to—
CHINA FIRE INSURANCE Co., LTD.
[622]

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OFFICES in Prince's Building. Apply to—
SHEWAN, TOMES & Co., Liquidators, REUTER, BROCKELMANN & Co.
[572]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL. First Floor. THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHAN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate. Apply to—
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[416]

TO LET.

OFFICES at 2, Connaught Road. HOUSE in King's Buildings. HOUSE in CLIFTON GARDENS, Connaught Road. Nos. 1 and 2, WEST END TERRACE, CANTON. THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon. THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon. FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—
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TO LET.

NO. 5, MOUNTAIN VIEW, PEAK. NO. 12, BEACONSFIELD ARCADE, SROOP. NO. 8, BURROWS STREET, WANCHAI, GODOWN. "ROSENEATH," No. 4, Hankow Road, Kowloon. NO. 2, CAMERON VILLAS, 63, PEAK. CRAIGMIN EAST, 180, THE PEAK, Unfurnished. 4 ROOMED FLAT to let at the PEAK. KELLET CREST, 66, PEAK. "WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1918. "GLENSHIEL," No. 141, Plantation Road, Peak. "HARTING," Austin Road, Kowloon. NO. 6, BELLILIOS TERRACE. NO. 25, BELLILIOS TERRACE, with entrance on Conduit Road. TWO GODOWNS, in Duddell Street. NO. 2, DES VOEUX VILLAS, 61, PEAK, Unfurnished. NO. 53, THE PEAK (6 CAMERON VILLAS). Apply to—
LINSTEAD & DAVID, 3rd Floor, Alexandra Buildings.
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FOR SALE.

ONE 3/4 ins. NEW TYPE TAPPEST STEAM BOILER, complete with numerous accessories, also ONE STEEL VERTICAL TUBE BOILER, with all fittings, Working Pressure 80 lbs. per square inch, mounted on trolley. For full particulars apply—
GILMAN & Co.
[986]

INTIMATION

WATSON'S
FINEST OLD
BROWN
BRANDY
E
QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS, HONGKONG.

TELEPHONE 816. [13]

MARRIAGES.

MAYES—LUGHAN.—On August 9th, at the Union Church, Hongkong, by the Rev. T. W. Pearce, STANLEY MAURICE, youngest son of Mr. and Mrs. W. E. MAYES, of Great Yarmouth, England, to ALICE BEATRICE, second daughter of the Rev. and Mrs. JAMES LUGHAN, of 39, Robinson Road, Hongkong, and late of Melbourne, Australia.—Australian papers please copy. [986]
REDMOND—DAVIS.—At Christ Church Cathedral, Victoria, B.C., on July 10th, by The Very Rev. Dean Schofield, M.A., D.D., Rector, FREDERICK ANSELMO REDMOND, Lecturer in Civil Engineering at the University of Hongkong, youngest son of the late Mr. M. J. Redmond, formerly of Kotich Hall, Kotagiri, India, to ELLEN BEATRICE, youngest daughter of Mr. and Mrs. T. J. JESSOR DAVIS, Fairfield, Ennisconry, Ireland. [987]

DEATH.

PERRINS.—At Hertford, Conn., U.S.A., on July 2nd, CLARENCE LEE PERRINS, of the Standard Oil Co., of New York, stationed at Chinwangtao.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 9th AUGUST, 1918.

THE CONTROL OF CHINA'S WATERWAYS.

Once more China has been given a bitter reminder that Nature is unconcerned with politics, and that, even though political dissensions and troubles may hold up national progress, natural processes go on unchanged. Seven years ago floods in the Hwai Valley devastated immense areas in North Anhui and Kiangsu, and produced such terrible and widespread distress that an American Red Cross Mission was organized to undertake relief work. As a result of his observations while in charge of this work, Mr. C. D. JAMESON estimated that, at a cost of under four millions sterling, 17,000 square miles of this devastated area, which even when not flooded is fit for nothing but a haunt of brigands and outlaws, could be transformed into good agricultural land. The disproportion between return and expenditure makes it almost incredible that the Chinese Government did not strain every nerve to find the necessary four million pounds, for 17,000 square miles of agricultural land

would pay some sixty million dollars a year in land tax—a dividend of 150 per cent. But, unfortunately, all China's energies at that epoch were centered on the question of whether she was to be ruled by a President or Emperor, and all her funds were needed to pay the cost of the great argument, so these minor questions have had to be left, or shelved from year to year, and, in the meantime, recurring floods have emphasized the economic loss that China suffers as the fruit of her procrastination and neglect. The 17,000 square miles of waste land that might have been reclaimed remain a maze of creeks, swamps, and shallow lakes, and now once more the whole country is under water, and there are signs that the present inundation may be even more serious than that from which the region suffered a few years ago. But there is a ray of hope discernible. China has taken what is nowadays her first step in any reform—she has appointed a foreign adviser. The adviser on Conservancy affairs is Mr. VAN DER VEEN: he has organized a Conservancy Bureau, the Director-General of which is Mr. PAN Fu, and, by a curious coincidence, Mr. PAN's programme was published almost simultaneously with the renewed inundation of the Hwai Valley. Mr. PAN is said to have devoted himself for many years to the study of the Yellow River and the Grand Canal; he has come to the conclusion that the first step to be taken in China's conservancy schemes is to make the Grand Canal navigable between the Yangtze and the Yellow River. In setting the navigability of the Canal as his objective Mr. PAN seems to be putting the cart before the horse; however, the intention is the same—the Grand Canal is to be restored to its proper condition as a waterway, when it will serve the double purpose of a means of communication and a drainage channel. To make the Canal properly navigable two things will be necessary: it will require to be deepened and straightened, and proper locks will have to be installed. In the past, as the Grand Canal has silted up, instead of dredging the channel the Chinese engineers in charge of the work have raised the banks, so that now, instead of being of assistance in carrying off flood water, it serves rather to make the flood worse by damming up the water, in addition to which there is the danger that the breaking of one of the embankments may add the contents of the Canal itself to the inundation. Mr. MORSE describes this section as the worst of the whole Canal: "This section was made by improving and connecting existing rivers and follows all their original meanderings. Though the country is flat, there are still some differences of level—of 20 or 30 feet at most—and these are provided for, not by locks, which do not exist in China, but by barrages across the Canal, over which the boats, after discharging their cargo, are hauled by windlasses." If these barrages or haul-overs were replaced by locks the navigability of the Canal would be greatly enhanced, and it would also be able to serve much better as a drainage channel. We do not suppose that the improvement of the Grand Canal would automatically solve all the problems of the Hwai basin, but a start must be made somewhere, and Mr. PAN certainly has acted wisely in choosing for his initial work a scheme which will not only aid in flood prevention, but will also give (or restore) to China a valuable channel of communication, and so will prove directly remunerative. We do not under-estimate the magnitude or the difficulties of the task of controlling China's waterways; we do not look for miraculous results or anything but a slow progress; but it is distinctly satisfactory and hopeful to see the task taken in hand in a systematic and businesslike way.

It is announced that the Hongkong Stock Exchange will be closed on Wednesdays at 2 p.m. until further notice.
The P. and O. outward mail steamer *Karnata*, with the London mails of the 27th ult., arrived at Port Said on the 6th instant.
The Hongkong Ice Company have declared an interim dividend of two dollars per share for the half-year ended 30th June.
Mr. A. E. Smith, manager for Messrs. Jardine, Matheson & Co., Harbin, is staying in Dairen with Mr. C. E. Wedemeyer, the local manager of the firm, having come south to receive the Pasteur treatment after being bitten by a mad dog, says the *Manchuria Daily News*.

Vice-Admiral Sir Thomas Jerram, whose name appears in Admiral Jellicoe's report, as commanding the second Battle Squadron at the Battle of Jutland, will be remembered as commanding the China Squadron at the outbreak of the war.

During the week ending August 5th one fatal Chinese case of bubonic plague was reported. In the same period there were seven cases of enteric fever (two British and the rest Chinese, one being imported), four of which proved fatal. There were also three fatal cases of small-pox, all Chinese.

Dr. D. Rosenbaum, who visited Peking and other big Chinese cities in the interests of the Rockefeller Foundation Institute of the United States, in connection with the scheme of the establishment of a modern Medical College in Peking for the benefit of the Chinese, has returned to America via Japan.

A feature of the Concert to be given at Government House to-morrow (Thursday) evening will be the floral decoration of the beautiful hall-room. We understand that an artistic design for the baskets, filled with flowers, which will be suspended from the ceiling and walls of the room, has been prepared by Miss Eileen Hastings, and it is anticipated that this improvement will materially enhance the beauty of the scheme, the execution of which is in the capable hands of Mr. W. J. Tutchter, Superintendent of the Botanical and Forestry Department. The grounds of Government House, also, will be tastefully illuminated and will in themselves prove an attraction.

HONGKONG MAGISTRACY.

POLICE RESERVE ASSAULTED.

An Indian Police Reserve Constable surprised a "school" of gamblers in the Wanchai district on Monday night. He arrested one of the crowd, and a struggle ensued, during which the Constable received blows. Mr. Hazeland fined the aggressive one \$3 for gambling and \$10 for assault.

AN ANGRY GAMBLER.

A few days ago a Chinese constable arrested some gamblers, and one of the number accused another Chinese of having given the information which led up to the arrest. He sent this man a threatening letter which was eventually handed to the police, and the angry gambler was told that if he carried out his threats he would get into serious trouble. This had no effect, for on Monday night the one suspected of having given information was badly assaulted, and yesterday his assailant was fined \$50, with the alternative of two months' imprisonment, and was also bound over in the sum of \$100 to keep the peace for twelve months. Mr. Hazeland also informed the defendant that if there was any more of his nonsense he would receive a long sentence without the option of a fine.

BRUSILOFF AND KITCHENER.

General Brusiloff, notwithstanding his pre-occupations as chief in command over a 300 mile front which is sweeping the Austrians and Germans before it at an amazing rate, honoured a correspondent with the following telegram:—"Please tell the people of England that all ranks of the armies of the south-western front were staggered at the news of the death of Lord Kitchener. They were filled with sorrow for the untimely loss of such an irreplaceable leader, the life and soul of an undertaking unparalleled in the annals of all history, the creation of an army of four million men. The memory of the great organizer of the fighting strength of our gallant Ally will live for ever, and may the life he gave for his country and the common object of us all—victory over the foe—serve but as one more clamp to our alliance, consecrated by the blood we have shed together as brothers."

WORTH CONSIDERATION.

You are possibly wedded to one brand of cigarettes. The point to consider is—Are you getting value for money? War Economy is as essential here as at home and it is up to you to see that you do get real value for every cent you pay out.
"SCOPTRE" Turkish Cigarettes, while not being cheap, are the best value you can possibly obtain in the Colony. They mark the top note of quality and cost \$4 for a sealed tin containing 100 Cigarettes. Further, they are absolutely BRITISH MADE.
Manufactured by—
WESTMINSTER TOBACCO CO., LTD.
London.
[Advt.] [991]

THE WAR.

"VICTORY IS NOW CERTAIN."

AUSTRO-GERMANS DEFEATED ON STOKHOD.
TWO THOUSAND PRISONERS CAPTURED.

BRITISH ROUT THE TURKS.
OVER THREE THOUSAND PRISONERS TAKEN.

ITALIANS CAPTURE 3,600 PRISONERS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

QUIET TIME ON BRITISH FRONT.

BOMBARDMENT BETWEEN ANCRE AND SOMME.

LONDON, August 7th.

General Sir Douglas Haig reports that the situation is unchanged.

We retain the ground won yesterday.

The hostile bombardment between the Ancre and the Somme against our front line and back areas continues.

We repulsed small counter-attacks to the east of Pozieres.

We successfully raided trenches to the east of Neuville St. Vaast. Last evening the enemy endeavored to raid ours to the south-east of Bois Grenier, but he was driven back with loss.

GERMAN ATTACKS REPULSED.

LONDON, August 8th.

General Sir Douglas Haig, in a *communiqué*, states:—North and north-east of Pozieres two enemy attacks, after a heavy bombardment, were repulsed.

North and north-east of Pozieres, after a bombardment, the enemy delivered determined attacks on our new lines at four o'clock in the morning.

They entered our trenches in some places, but were driven out with many casualties.

Two strong attacks were delivered at nine o'clock in the morning, and they likewise were repulsed.

A further feeble attack was repulsed at four o'clock in the afternoon.

More prisoners have been captured. There were minor encounters elsewhere, in which our bombers were successful.

BATTLE OF POZIERES.

LONDON, August 8th.

Reuter's Special correspondent at the front reports:—The attack at Pozieres was delivered at the moment of sunset. Suddenly on a front of two thousand yards the Australians and British speedily cleared out the indescribable mass which formed the German second line. The whole performance was the most successful of surprise operations.

It occurred at a moment when the Germans were relieving; some were packing up and others were taking off their equipment. All bolted to their dugouts, in which many were bombed. The German artillery opened fire, killing numerous German prisoners. In three heavy night counter-attacks the Germans were heavily punished by barrage fire.

The men are elated at securing a commanding position, enabling them to see "The Promised Land."

ON THE FRENCH FRONT.

FRENCH AIR SUCCESSES.

Paris, August 7th.

A Paris *communiqué* states:—There has been violent artillery firing in the region of Chaulnes.

Germans attacking the Thiaumont work were thrown back to their own trenches by our curtain of fire.

An enemy attack on Vaux Wood completely failed.

Three German aeroplanes were felled on the Somme front and three others were forced to land within their own lines.

Our air squadrons bombed the railway stations at Metzabons and Thionville, as well as factories at Rombach and bivouacs at Etain.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

BRITISH SUCCESS AT KATIA.

TURKS PURSUED EIGHTEEN MILES.

LONDON, August 7th.

General Murray reports, in reference to the fighting in the Katia district, as follows:—Our fire was most effective, and the Turkish losses in killed and wounded appear to be very heavy. The pursuit has been continued for eighteen miles.

The Turks are now well clear of the Katia-Ummisha basin. We have taken prisoners 45 officers and 3,100 men, unwounded.

THE TURKISH ROUT.

DELIGHTED EGYPTIANS.

CAIRO, August 7th.

A message from Cairo states that the Egyptians are most elated at the Turkish rout. Hundreds of prisoners, most dirty and most disreputable in appearance, have been brought in suffering from thirst, and more are expected, including German officers.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

STEAMERS SUNK.

LONDON, August 7th.

The following steamers have been sunk:—*Tottenham* and *Favonian* (Brit.), *Tecoupsis* (Greek), *Siena* (Italian), *Jaegersborg* (Danish), and *Commerce* (Swedish).

THE MECCA PILGRIMAGE.

PERMISSION EXPECTED.

CAIRO, August 7th.

A declaration permitting the Pilgrimage is momentarily expected.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GENERAL JOFFRE'S CONFIDENCE.

"VICTORY IS NOW CERTAIN."

LONDON, August 7th.

According to Reuter's correspondent at Paris, General Joffre, on being interviewed, stated that the enemies are showing signs of weakening and of using up their last reserves. Victory, he said, is now certain.

General Joffre mentioned that two-thirds of the German Army are still on the Western front.

LARGE INCREASE IN BRITISH EXPORTS.

LONDON, August 7th.

British trade returns show that, compared with July of last year, there were increases during the past month as follows:—Exports, £11,061,546; imports, £1,048,604.

THE ARAB REVOLT.

ENVER'S PRO-GERMAN POLICY.

LONDON, August 7th.

The *Times* correspondent at Constanza says:—

The Ulema and the Sheikh-ul-Islam attribute the Arab revolt to Enver's pro-German policy and anti-Islamic tendencies. They sympathise with the Grand Sherif and hope he will proclaim himself Caliph and obtain the recognition of Islam.

RUSSIAN BLACK SEA COMMAND.

PETROGRAD, August 8th.

Vice-Admiral Kolchok, the youngest Russian admiral, who fought at Port Arthur during the Russo-Japan war, has been appointed to the Black Sea command.

FRENCH SOCIALISTS RESOLUTION.

PARIS, August 8th.

The National Council of French Socialists has passed a resolution declaring that it is the right of a country to defend itself when attacked, thus affirming the duty of International Socialism to denounce the aggressor, and preserve the people from another war.

GERMAN TARIFF AGAINST ITALY.

AMSTERDAM, August 8th.

A Berlin message states that the German Finance Minister has announced that the maximum tariffs will henceforth be applied to Italian produce.

BRITISH GRAVES IN FRANCE.

PARIS, August 8th.

The French Parliament has passed a law assuring the inviolability of the graves of English soldiers killed in France.

The British Army Council has replied appreciating the French kindness.

ANGLO-RUSSO MINISTERS AND PERSIA.

PETROGRAD, August 8th.

The Anglo-Russian Ministers have reached an agreement respecting Persia covering financial and military measures.

"DEATH TO THE KAISER."

[FROM A. BEAUMONT.]

Travellers arriving in Switzerland from Germany report that serious troubles occurred in several German towns, among others in Berlin, immediately after the first news had been received of the Anglo-French offensive. Crowds marched through the streets shouting, "Enough of war! Let us have peace." The disorders this time were different from the customary food riots, and seemed far more serious, having all the characteristics of popular revolts. That abnormal things were happening was proved by the attitude of the police, who in many cases lost their heads. The crossing of the frontier into Switzerland is almost impossible. A traveller must prove he has urgent business and knows nothing of the happenings in Germany.

The riots in Berlin were exceptionally grave. People surrounded the troops to force them to join the revolt, took wheels off the military wagons and gun-carriages, and used them for barricades. The police were helpless in some districts. They were not numerous enough to face the mobs, and no troops were at hand, all the barracks being empty. The most serious demonstration was at Potsdam. A vast mob for the first time indulged in imprecations against the Kaiser and the Imperial family. Sheets, printed secretly, were handed round, on which were printed, "Death to the Kaiser; death to the man who wants war; death to the Crown Prince. Long live free Germany; free from these parasites who have led it to ruin."

A Swiss Socialist paper, the *Tageswacht*, of Berne, states that a violent Socialist manifesto called "Hunger" has been widely distributed in Germany. Part of this manifesto says:

"What was bound to happen has happened. Hunger has come to Berlin, Leipzig, Brunswick, Magdeburg, Coblenz, Osnabruck, and many other places. People have broken out into riots, and the Government has replied with a state of siege, police swords, and military patrols. Bechmann-Hollweg accuses England, but he might have known that war with England, Russia, and France would mean the isolation of Germany. Our war funds say that Germany was being encircled; but why did they conduct a policy which led to this encirclement? All the policy of Imperialistic rapine is a crime; all countries have followed such policies, but Germany did it so as to get into conflict with all the States around it. Its only allies are cadaverous Austria and bankrupt Turkey. What matter to our war lords, capitalists, and junkers if the people die of hunger? Had they told the truth from the beginning there would have been no enthusiasm for the war then. They promised annexation, that Germany would dictate peace to the entire world, made people believe the submarines would starve England, make her sue for terms. Such stuff is a fairy tale for children. Our submarine war only makes new enemies and, as for starving England, Germany would never succeed if she had ten times as many submarines."

Then food was to come from the Balkans and from Turkey. But Constantinople is reduced to famine, and all Asia Minor is in penury. Now we are promised the coming harvest, which cannot be great for want of labourers from the occupied countries. Nothing more is to be had. People are dying of hunger in Poland and in Serbia. To those who die at the front we now add starving women and children at home.

The manifesto concludes that the only solution is to compel the Government, by force, to make peace.

DUTCH SMUGGLING INTO GERMANY.

According to the *Venloche Courant* smuggling by women, girls and children, who come from Germany to Venlo with the express purpose of smuggling food, has assumed such proportions that the Dutch authorities decided to take action against it. Recently all Germans suspected of smuggling had to appear at the Police Court. Those who carried food were put across the frontier and the goods confiscated. In this manner 400 women, girls and children were sent back to Germany in one day alone. This measure was resorted to because, in the first place, some Venlo shopkeepers refused to sell to the inhabitants so as to be able to get high prices from the Germans; secondly, because there were mobocrats who bought certain articles at exorbitant prices and sold them to the Germans; and thirdly, because as a result of this extensive smuggling certain necessary articles became scarce or were not to be had at all.

STATE RAILWAYS IN CHINA.

AN INTERESTING REPORT.

One of the most interesting reports issued in China recently is the Preliminary Report on the Statistics of Government Railways in China for the six months ended June 30th, 1915. The delay of about a year in its publication may be due to the fact that this is a maiden effort on the part of the Division of Railway Accounts and Statistics, which may also be a reason for the incompleteness in respect of many important items. Dr. Henry C. Adams, Adviser to the Ministry of Communications, claims "the main facts which it presents are worthy of full confidence."

THE REPORT SYSTEM OF ACCOUNTING. The report follows upon the adoption of a uniform system of accounting by the Government railways, a movement which must be regarded as one in the direction of creating for China those conditions which make great industrial achievements possible. The use of different standards of money, of weight and distance proved one of the first stumbling blocks in the compilation of the report, and a reduction to common standards had to be resorted to in the first instance. It was decided to use the Chinese dollar throughout as the unit of money, the metric system as the unit of weight, and the kilometre as the unit of distance. The wide range of exchange at which foreign investments were converted into Chinese currency was most embarrassing and there has been, from the nature of the case no uniform or average rate of exchange.

There are 5,701,470 kilometres of Government railways and dealt with in the report are 5,397,170 kilometres. The greater part of it is above the Yangtze River, south of which waterway is to be found only 10,372 per cent. of the total amount. China has 458 square miles of territory and 100,771 population for each mile of railway, as compared with 40 square miles and 3,600 population per mile of railway in India. The report does not suggest that the experience of other countries can in this connection be accepted for China as normal. Conditions are essentially different. The even spread of population, the self-sufficiency of local centres, the extensive waterways and many other differences make it imperative that any programme of railway construction in China should be considered in the light of actual facts and not in that of the experience of other countries.

THE TOTAL COST AND REVENUE. The total cost of the Chinese Government railways to June 30th of last year was \$308,231,176, or an average cost of \$73,783 per kilometre, which as a capital burden and in view of the traffic and revenues per kilometre cannot be regarded as light. With the exception of two small lines totalling 88 kilometres, the gross operating revenue during the six months under notice was \$27,274,475.07, the net operating revenue was \$13,626,734.83, and the surplus was \$5,393,032.52. Of the revenue 50 per cent. went to cover the cost of operation, 30 per cent. to cover interest and other charges, and 20 per cent. was at the disposal of the Government.

The above figures, it will be remembered, are twelve months old, and in this connection, while it may cast no light upon the situation of the accounts as then existing, the following statement from our own correspondent at Peking (says the *N.C. Daily News*) deserves to be borne in mind:

"It is enough for the moment to say that in July the three great railways of the North have been loaded up with irredeemable notes, and that none of them has taken sufficient silver to pay working expenses and interest on foreign bonds. A year ago the Government netted in clear profit from these lines over \$12,000,000. So much for monetary finance."

REVENUE AGAIN TO THE REPORT, we find that the operating expenses for the six months amounted to \$13,660,256—a sum which included \$2,252,027, general expenses; \$1,794,402, traffic expenses; \$3,035,506, transportation expenses; \$3,412,933, maintenance of equipment and structures. The comparatively high percentage of general expenses, 16.13, is said to be due, to a certain extent, to the fact that considerable forces of police have to be maintained by the railways and to the use of foreign languages necessitating the duplication of correspondence and the extra work of translation. In the United States general expenses vary from 3.72 to 10.20 per cent. of the total operating expenses, leaving ground for the assumption that much saving may yet be made in this direction.

FREIGHT AND PASSENGERS. After discussing the rolling stock on the various railways the report states that the aggregate capacity of the 10,415 goods wagons was 237,325 metric tons. The number of tons of freight carried was 7,560,139,322 and the average haul per ton was 130.329 kilometres. The total number of passengers carried during the period covered by the report was 13,013,070, of which 99.54 per cent. were third class passengers, 2.76 per cent. second class and 0.7 per cent. first class.

The report concludes:—Most, if not all, of the lines which now show a loss will become profitable lines as soon as the system of which they are the links or sections shall have been completed. Provision for through traffic also has begun, and this, when fully established will increase earnings. It only requires a judicious selection of location for new construction, and a business administration of the lines when taken over for operation, to enable the railways of China to show results equal to those shown by the most favoured railways of the world. All this, of course, is providing the government railways are no longer loaded with irredeemable paper and can meet the state of affairs reported to have already been created.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 6th August is as follows:—

	Receipts for week	Aggregate receipts for 31 weeks
This Year	\$19,717	\$493,828
Last Year	11,266	330,282
Increase	8,451	163,546

WASTAGE OF CHILD LIFE.

REMEDIES FOR LOW BIRTH-RATE.

In a lecture on "Child Wastage" at the National Economy Exhibition, Dr. R. Murray Leslie said that second to the efficiency and equipment of the fighting forces, the question of child wastage was both relatively and absolutely the most urgent national problem in each belligerent country. Whatever the outcome of the war, the future of each nation would depend on the quality and virility of its citizens during the next two or three decades.

The recent Commission had shown that the direct cause of the diminished birth-rate was to be found in voluntary measures of restriction. The decline was most marked in the prosperous classes, as was shown by the fact that whereas in Shoreditch the birth-rate only fell from 31 to 30 between the years 1881 and 1911, in Hampstead the rate fell from 30 to 17. The indirect causes were so numerous that they could only be enumerated. The most important probably were love of ease, luxury, and pleasure; changed ideals of civilization; sterility resulting from social diseases; higher age of marriage; the antisocial activity of women; and, most important of all, economic pressure, particularly in regard to the expense of education and launching children in life.

In 1915 our infant mortality was 110 per 1,000, as contrasted with 50 per 1,000 in New Zealand. Had our infant mortality been as low as that of New Zealand, we should have saved 100,000 babies during the first two years of the war—a number nearly equal to our men who had been killed at the front. It was quite possible to reduce our infant death-rate to something approaching the New Zealand figure if similar measures, now in force in New Zealand, and which had been carried out so successfully in the town of Huddersfield, were adopted in every village in our country.

Improper feeding, social diseases, and maternal alcoholism were the three chief causes of infant deaths. The State control of alcohol should continue after the war, so as to check consumption of alcohol among women. The Local Government Board should expend—not £40,000, as at present—but £40,000 or even £40,000, if necessary, on the upkeep of Infant Welfare Centres. Day nurseries must be established in all factories and other places where married women work. Women must be placed on municipal health committees to be able to insist on a proper supply of trained midwives, on regular collection of dust and refuse, on ante-natal care of mothers, on the teaching of infant care to the elder girls in schools, and to see that pure clean milk was available for expectant and nursing mothers.

It had been stated that at present nine women out of ten, by the time their first baby was born, knew practically nothing about babies.

BRIDGE.

Bridge is an occupation that people indulge in in order not to see too much of each other.

Wives are popularly supposed, when they are not engaged in the occupation of exceeding their husband's income, to be spending the rest of their hours in playing bridge.

There can be no doubt that bridge has been very beneficial to women inclined to talk too much—that is to say, in this respect it has probably helped all women to keep their mouths shut. One cannot talk and play bridge successfully to the honour score.

One thing is certain: women can play bridge and they can play it to win. Not all women can play bridge, but those that can play do so very well. And it is a singular thing that the short, stout, vivacious blonde, whom you would not suspect of having the rudiments of any reasoning power, is always the one who can tell what card has been played at a critical moment three hands back; or who, while smiling sweetly and apparently thinking of anything else, carries off a no-trumper and makes a little slam, while conversely the tall, dark, silent, morose and deep-eyed lady highbrow, with the manner of a Herbert Spencer, is the very one who is most likely to trump her partner's ace or to revoke.

The difference between the playing of a man and a woman at bridge lies principally in their attitude toward the rules. A woman rarely gets beyond the rules; consequently her game does not improve beyond a certain point. Men, however, are pretty likely to disregard the rules upon occasions when they can save the game.

Timid bridge players are apt to make very good wives; it argues for a certain domesticity in taste in a woman when she displays inability in carrying combinations of cards in her head, whereas the finished woman bridge player, who at the end of the game folds her hundred dollar bill and sticks it in her belt manfully, may prove to be the kind of person who is willing to change husbands upon the slightest provocation.

As to the men, bridge is a very fair gauge of their temperaments and characters. The pompous middle-aged and autocratic gentleman of explosive tendencies, who criticises your play violently, is in reality giving himself away. He is the sort of man who trades, as a rule, upon his appearance. He doesn't stop to consider the fact that the best bridge player never would think of criticising even a bad partner, for the reason that bad-as he may be, any suggestion that you are criticising him will naturally only make him worse.

On the whole, bridge is a benefit to average human beings; it keeps them more or less silent when they work; probably be talking about things of which they know nothing. And it is a kind of mild robbery that bears the same relation to high crime that smoking does to dipomania.—Ex.

Don't worry if your sins find you out; they'll be sure to call again.

THE MACEDONIAN FLY.

A SALONIKA MESS AND THE MARMALADE.

[FROM G. WARD PRICE.]

"Réveille is when I get up," is the remark attributed to some general who had strong views about early rising. He could not have been so positive if he had been a general in the Salonika Army, for there réveille is when the flies get up. They take good care of that, and their punctuality in this respect, to say nothing of their dash, *dash*, and determination in following up an objective, is enough to make the Macedonian fly a simulating example to the young soldier.

The time about 4 or 5 o'clock on these bright June mornings, when it is already broad daylight but not yet time to get up, ought really to be the pleasantest of all the hours of rest. No sooner has the morning sun, flooding in through the triangle of the window, brought you to a voluptuous state of conscious repose than the first fly of the day, with startling suddenness, settles on your face.

An instantaneous and only half-conscious twitch sends him off again as abruptly as if it were just a mistake. A second later, though, and he is back—a brief buzz as he lands, then that maddening, concentrated tickle of his six feet.

His buzzes of delight now awake the other flies sleeping in the conical tent top. They shake themselves, preen their wings and legs complacently at the prospect of another day of persecution and come trooping down to join him. The weary soldier, with a sleepy oath, pulling the blanket over his head, fights in vain for that last half-hour of drowsy slumber.

The flies have discovered that drawing up the blanket has thrown his feet out, and they start a diabolical tickle-dance upon his toes. He twists and wriggles, tugs the blanket this way and that, waves clumsy hands ineffectually through the empty air. The excruciating titillation skips from one part of his body to another, and his temper is already one of black fury before he is properly awake. Réveille comes as a relief in such circumstances.

But it is only the comparatively slow-witted flies that choose tents for their area of operations; the wide-awake ones, as you find when you go across to breakfast, are all in the mess, and the result is that your first impression of the breakfast table is that it is not set for a meal at all, but for a conjurer's entertainment. No food is visible. Instead, there are a number of objects completely hidden under thick shrouds of gauze and several large tins turned upside down like the hollow black boxes from beneath which glasses of water are made to vanish by the tap of a wand at children's parties.

"Butter, sir?" says the mess-waiter, approaching the mysteriously furnished board. One has a fascinated feeling that he may suddenly produce it from one of the pockets of your tunic or offer instead a white rabbit or bowl of goldfish drawn out of the folds of green gauze. As he pulls away the veil, however, you see a dish of half-melted butter, into which 20 flies spring with suicidal eagerness. You snatch a damning spoonful, the waiter vigorously chases the surviving flies once again, and the butter vanishes once more beneath its shroud.

The most ticklish part of the meal, though, is when it comes to helping yourself to marmalade. This calls for the closest co-operation between breakfaster and mess-waiter, since the most active flies reserve themselves entirely for attacks upon the marmalade. As the waiter twitches off the tin conjuring-box you had underneath a smaller tin of marmalade, whose gaping mouth is instantly almost blocked by greedy, jointing flies. Fuching these aside with your spoon you take what you want, usually burying one or two of the bolder flies in each spoonful, and you then have to carry on a sort of rear-guard action with the remainder until the pot is safely within its defences once more.

Meanwhile other flies are attacking the marmalade on your plate, and as you raise each jam-spread piece of bread to your mouth you are obliged to protect it on the way by waving your right hand to and fro over it in the air. The sight of a whole mess eating bread and marmalade on a hot morning like this is remarkable. They look like a party of would-be magicians making little passes over their food in the hope of changing it into something more appetising.

It is not to be supposed, however, that the flies have it all their own way. Most vigorous reprisals are practised upon them, and it may be said that its own high standards of energy, ingenuity, and pertinacity are thoroughly maintained by the British Army in warfare with these ever-present enemies.

Fortunately even flies must sleep, and at night they cease from troubling. But then, just when the flies go to sleep, the mosquito wakes up.

HEALTH AND EXPLOSIVES

MISCHIEVOUS RUMOURS ON SHELL-FILLING.

The attention of the Minister of Munitions has been drawn to the fact that persistent rumours, possibly of enemy origin, are in circulation as to the danger to the life of men and women employed at National Filling Factories. These rumours are most misleading, and are affecting the labour supply at the new factories.

Dr. Legge and Dr. Collins, his Majesty's Medical Inspectors at Factories under the Home Office, have authorized the issue of the following official contradiction of such rumours:

"High explosives may cause skin irritation; this, however, is not a danger to life and does not persist when the work is discontinued or changed. T.N.T. is the explosive which may cause illness, but out of the many thousands coming into contact with it the number seriously or fatally attacked has been limited to a few isolated cases. Strict observance of the precautions laid down and use of the protective means provided at National Filling Factories should ensure safety."

THE BATTLE OF JUTLAND. OFFICIAL COMMENT.

The following appreciation of the Battle of Jutland Bank by a competent authority is issued by the Press Bureau and placed at the disposal of the Press:

THE BATTLE OF JUTLAND AND WHAT IT MEANS. It is well known that nearly all our great naval battles—not even excepting Trafalgar itself—have been the subject of controversy after the event. In many cases every aspect of the action became a matter of debate—the strategy, the tactics, the conduct of subordinate commanders, the actual way in which it was fought, and the true estimate of its results.

The debate was not confined to the public or the Press. As often as not opinion was divided both as to the facts and the conclusions among officers who were present and had the best means of knowing. Many of the discussions were premature, but many continued long after all the available facts were known, and are even still alive.

It would be idle, therefore, so soon after the late battle in the North Sea, and at a time when so little of its detail can be disclosed without giving undesirable light to the enemy, to attempt anything like a final appreciation. All that can be done is to point out certain aspects of the battle which seem to detach themselves from the mass of half-disclosed detail, and which so far as can be judged at present, are likely to remain as salient features.

AN UNWILLING ENEMY.

Seen in its broadest aspect, it stands out as a case of a tactical division of the Fleet, which had the effect of bringing an unwilling enemy to battle. Such a method of forcing an action is drastic and necessarily attended with risk, but for great ends great risks must be taken, and in this case the risk was far less great than that which St. Vincent accepted off Cadiz, and that division gave us the battle of the Nile, the most complete and least debated of British victories. Then the two portions of St. Vincent's Fleet were divided strategically with no prospect of tactical concentration for the battle.

In the present case there was only an appearance of division. The Battle Fleet was to the north, and the Battle Cruiser Fleet to the south, but they formed in fact one Fleet under a single command, acting in combination. They were actually carrying out, as they had been in the habit of doing periodically, a combined sweep of the North Sea, and Admiral Beatty's fleet was in effect the observation or advanced squadron. The measure of the risk, should he have the fortune to find the enemy at sea, was the length of the period which must necessarily elapse before the Commander-in-Chief would be able to join the battle. It was a risk that would be measured mainly by the skill with which Admiral Beatty could entice the enemy northward without being overwhelmed by superior force.

In the light of this outstanding feature the action will be judged, and the handling of the Battle Cruiser Fleet, and the splendid group of four battleships that was attached to it, appraised.

THE GOLDEN RULE.

When Admiral Beatty got contact with the German battle cruiser they were proceeding northward, and being inferior to his force they turned to the southward. The inference was they were either trying to escape or bent on leading him into danger. When such a doubt occurs there is in the British tradition a golden rule, and that is to attack "the enemy in sight." It was the rule that Nelson consecrated, and it was good enough for Admiral Beatty. He engaged, and continued to engage as closely as he could till he found the enemy's battle fleet coming north. Then he turned, but he did not break off the action. The enemy was in overwhelming force, but by the golden rule it was his duty to cling to them as long as his teeth would hold. They had spread a net for him, and it was for him to see that they fell into the midst of it themselves. It was a task that demanded some courage. Yet he did not flinch, but continued the fight to the northward, and signalled the four Queen Elizabeths to turn 18 points.

Now was the hour of greatest risk, but he was well disposed for concentrating on the van of the enemy's line, and the Commander-in-Chief was hurrying down at full speed. For an hour and a half the unequal battle raged as Admiral Beatty and Admiral Evan Thomas led the enemy on, before Admiral Hood could appear with his battle Cruiser Squadron. The action was then at its hottest, but Admiral Hood, without a moment's hesitation, and in a manner that excited the high admiration of all who were privileged to witness it, placed his ships in line ahead of Admiral Beatty's squadron. No admiral ever crowned an all too short career more devotedly or in a manner more worthy of the name he bore.

ADMIRAL JELlicoe's TASK.

With his fine manoeuvre the risk was in a measure reduced, but there still remained the more delicate work of the Grand Fleet effecting its junction and entering the ill-defined action. With the exact position of the enemy's fleet shrouded in smoke and in the gathering mist the danger of interference was very great, and before the Commander-in-Chief lay a task as difficult as any admiral could be called upon to perform. To the last moment he kept his Fleet in steaming order so as to preserve up till the end the utmost freedom of deployment, but by what precise manoeuvres the deployment was carried out must for obvious reasons be left in a mist as deep as that which was hiding all that was most important for him to know. Suffice it to say that the junction was effected with consummate judgment and dexterity. So nicely was it timed that the deployment was barely completed when at 6.15 p.m. the First Battle Squadron came into action with the enemy, who had by that time turned to the eastward and was already attempting to avoid action.

(Continued on next column.)

RISINGS IN SERBIA AND MONTENEGRO.

GUERRILLA CHIEFS OUTLAWED.

Advices received in Serbian circles at Salonika say that the weakening of the Austrian garrisons in Serbia has been followed by local insurrectionary movements. Guerrilla bands have sprung up in several places, notably in the neighbourhood of Rudnik, north-west of Kragujevac. Notices offering rewards for the capture of guerrilla chiefs appear daily in the Belgrade newspapers.

These risings are strongly deprecated by the Serbians at Salonika, who fear that Austrian vengeance will be wreaked on many innocent rural communities.

In Montenegro the insurgent movement is stated in the same quarters to be spreading and resulting in a serious situation for the Austrian troops, both in that country and in Albania, their supplies of provisions and of ammunition being frequently intercepted and captured. *Times*

TURKEY UNDER RENEGADE RULE.

ENVER PROTECTED BY GERMAN TROOPS.

The Old Turks, who regard the members of the ruling coterie as little short of heretics, no longer restrain their indignation; and although political discussions are absolutely prohibited and espionage abounds, they openly declare that all the misfortunes of Turkey are due to renegade Jews and Germans (says the *Times* correspondent in the Bukarest). As might be expected, rumours are current of plots among the Old Turks, who are reported to be conspiring to massacre the Young Turks and their Austrian and German protectors.

The prevailing uneasiness is increased by the circumstance that German and Austrian officers and functionaries are beginning to send their families away. This ominous symptom may be partly attributable to an outbreak of cholera at Istanbul, owing to which quarantine has been proclaimed here.

Constantinople is almost completely denuded of its Turkish garrison, which has been replaced by Austrian and German troops, in whom, however, the Young Turks repose more confidence than in Moslem soldiers.

Two German divisions lately left for Anatolia and two Austrian divisions have arrived. Austrian artillery is now installed on the heights of Tehanlidja, above Skutari.

Enver and Talaat are practically maintained in power by the foreign contingents, of which the Austrian is estimated at 60,000 men.

The journal *General* states that the 18th Regiment of Bulgarian Infantry revolted on the Greek frontier. The 45th Regiment was sent against the mutineers, and a sanguinary conflict ensued.

Thus the fine combination had succeeded, and the unwilling enemy had been brought to action against the concentrated British Fleet. They had fallen into the midst of the net which had been drawn about them, but in the plan of the sweep there was inherent the inevitable limitation that the time left for completing the business could but barely suffice. There were hardly three hours of daylight left, and as darkness approached the action must be broken off unless a needless chance were to be given to the enemy and his base, and there would have been little hope of his escaping a decisive defeat but for the mist that robbed those who had prepared for the chase, and those who had seized it with so much skill and boldness, or the harvest they deserved.

GERMAN FLEET BROKEN.

It was a beaten and broken fleet that escaped the trap. It had lost many units, its gunnery had gone to pieces, and no one can blame its discretion if it fairly ran for home and left the British Fleet once more in undisputed command of the North Sea.

For that, in a word, was the result of the battle. What it was the enemy hoped to achieve we cannot tell. Whatever their effort meant, it failed to shake our hold upon the sea, and that is what really matters. We have fought many indecisive actions, but few in which the strategic result was so indisputable, few which more fully freed us of all fear of what the enemy's fleet could do. It is by such standards that history judges victories, and by such standards the country cherished the memory of the men that prepared and won them. Current opinion will always prefer the test of comparative losses. Let this be applied, and it will be found that the battle off Jutland will well hold its own against all but a few of our most famous victories—none of which we obtained on a first attempt.

From another aspect it is clear the battle can rank beside any in our history. In the fringes of the fight, in the work that is, of cruisers, light cruisers, and destroyers, officers and men had chances such as their ancestors never knew, and they seized them with all the daring, the skill, and the devotion that the greatest of their predecessors could have hoped. From the vigorous offensive against the enemy's cruisers, which cost Admiral Arbuthnot his life, to the least conspicuous of the destroyer exploits, all was of the same pattern. It is impossible to read of what they did and what they failed to do without feeling there is one thing at least which the battle has given us and that is the assurance that the old spirit is still alive and vigorous. It is able and willing to do all the old Navy could do, and in the battle of Jutland, as we now know, it has done it.

ULSTER'S PART IN THE FRAY.

THE PRIVATE'S POINT OF VIEW.

The eye-witness of the attack of the Ulster Division at the commencement of the British offensive in France says:— "I am not an Ulsterman, but as I followed the amazing attack of the Ulster Division on July 1st I felt that I would rather be an Ulsterman than anything else in the world."

My position enabled me to watch the commencement of their attack from the wood in which they had formed up, but which, long before the hour of assault, was being overwhelmed with shell fire, so that the trees were stripped and the top half of the wood ceased to be anything but a slope of bare stumps, with innumerable shell-holes peppered in the chalk.

It looked as if nothing could live in the wood, and, indeed, the losses were heavy before they started, two companies of one battalion being sadly reduced in the assembly trenches. When I saw the men emerge through the smoke and form up as if on parade I could hardly believe my eyes.

Then I saw them attack, beginning at a slow walk over no-man's-land, and then suddenly let lose as they charged over the two front lines of the enemy's trenches shouting "No surrender, boys!"

The enemy's gunfire raked them from the left and machine-guns in a village enfiladed them on the right, but battalion after battalion came out of the awful wood as steadily as I have seen them at Ballykinlor, Clandeboy, or Shane's Castle. The enemy's third line was soon taken, and still the waves went on, getting thinner and thinner, but without hesitation.

THE FIFTH ENEMY LINE.

The enemy's fourth line fell before these men, who would not be stopped. There remained the fifth line. Representatives of the neighbouring Corps and Division, who could not withhold their praise at what they had seen, said no human beings could get to it until the flanks of the Ulster Division were cleared. This was recognized, and the attack on the last German line was countermanded. The order arrived too late, or perhaps the Ulstermen, mindful that it was the anniversary of the Boyne, would not be denied, but pressed on.

I could see only a small portion of this advance, but I could watch our men work forward, seeming to escape the shell fire by a miracle, and I saw parties of them, now much reduced indeed, enter the fifth line of the enemy's trenches—our final objective. It could not be held, as the Division had advanced into a narrow salient. The Corps on our right and left had been unable to advance, so that the Ulstermen were the target of the concentrated hostile guns and machine-guns behind and on both flanks, though the enemy in front were vanquished and retreating.

PRISONERS KILLED BY GERMAN FIRE.

The order to retire was given, but some preferred to die on the ground they had won so hard. As I write they still hold the German two first lines, and occasionally batches of German prisoners are passed back over the deadly zone; over 500 have arrived, but the Ulstermen took many more who did not survive the fire of their own German guns.

My pen cannot describe adequately the hundreds of heroic acts that I witnessed, nor how yesterday a relieving force was organized of men who had already been fighting for 36 hours, to carry ammunition and water to the gallant garrison still holding on.

The Ulster Division has lost very heavily, and in doing so has sacrificed itself for the Empire. The Ulster Volunteer Force, from whom the Division was made, has won a name which equals any in history. Their devotion, which no doubt has helped the advance elsewhere, deserves the gratitude of the British Empire. *Times*

ARMY NURSE AS "SOLDIER."

NOVEL POINT UNDER THE WILLS ACT.

Mr. Justice Baggallay Deane heard a motion recently to prove as the will of "a soldier on actual military service" within the meaning of section 11 of the Wills Act, 1837 (1 Vic., cap. 26), the will of Ada Stanley, an Army nurse, who died at Netley Hospital on December 23rd, 1915.

The applicant, Miss Ada Louise Stanley, a niece of the deceased, claimed to be the executrix according to the tenor of "a soldier's will" contained in a letter to her from Miss Ada Stanley, dated October 8th, 1915, in which Miss Ada Stanley disposed of her estate.

Mr. W. O. Willis appeared for the applicant; and Mr. J. Harvey Murphy for various next-of-kin.

Mr. Willis read a letter from the War Office which showed that Miss Ada Stanley received her orders to embark on October 5th, 1915, three days before she wrote the letter which was now propounded as "a soldier's will."

Mr. Justice Baggallay Deane—As she had received her orders to sail on October 5th and actually sailed on October 10th, I think that that covers the ground, and I am prepared to hold that her letter was a privileged will within section 11 of the Wills Act, 1837. I do not quite know whether to regard her as a soldier or a sailor.

Mr. Murphy submitted that there was a difficulty in regarding her as a sailor, as she was under contract with the War Office and was not "at sea" when the letter was written.

Mr. Justice Baggallay Deane—I do not think it very much matters. She was appointed by the War Office to serve at sea. I shall treat her as "a soldier being on actual military service."

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SHIPPING

ARRIVALS.

AGAPENOR, British str., 4,800, Robert A. Tildesley, 8th August—Liverpool 9th June, General—Butterfield & Swire.
CHINA, British str., from Canton, 8th August.
CHUNANG, British str., 1,814, C. J. Mallock, 7th August—Sourabaya 29th July, Sugar—Jardine, Matheson & Co.
KATON, British str., 987, J. B. Evans, 8th August—Haiphong 4th August, General—Butterfield & Swire.
LOONGSANG, British str., E. R. Knight, 8th August—Manila 5th August, General—Jardine, Matheson & Co.
LUCHOW, British str., from Canton, 8th August.
POLYMER, French str., 3,550, L. Monnet, 8th August—Japan 31st July, General—Messageries Maritimes.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, August 8th.
HAROT, French str., for Port Bayard.
HAMON, British str., for Singapore.
LUCHOW, British str., for Shanghai.

DEPARTURES.

CHUNANG, British str., for Manila.
CHINA, British str., for Canton.
CHUNANG, British str., for Canton.
KATON, British str., for Manila.
KAMAKURA MARU, Jap. str., for Formosa.
LAISANG, British str., for Shanghai.
MAYASAKI MARU, Jap. str., for Shanghai.
POLYMER, French str., for Marseilles.
SHANTUNG, British str., for Canton.

PASSENGERS.

ARRIVED.
For Loongsang, from Manila, for Hongkong, Mrs. Loois.
For Katon, from Haiphong, etc., for Hongkong, Mr. Caritte, Miss Messenger, and Miss M. Chapin.
DEPARTED.
For Kamakura Maru, for Seattle, etc., Mr. Leon Feldman, Mr. D. Hohlje, Mr. W. J. M. Jongkind, and Mr. E. R. Bass.
For Miguaki Maru, for Japan, etc., Mr. G. F. B. Rock, Mr. and Mrs. M. Fujii, Mrs. Tanihara, Mr. and Mrs. Endoh and 2 children, Mr. F. M. Pastagiu, Mr. F. T. Messulam, Mrs. Williams, Miss Edmund, Mr. Takamachi, Mr. G. Canova, Mrs. Kato and 3 children, Mr. and Mrs. H. G. T. Mosey, Mr. and Mrs. Kimura and child, Misses Mosey (2), Master Mosey, Mrs. D. H. Y. Umrigar, Mrs. M. Pastagiu and child, Mrs. Ito and 3 children, Mrs. Morrison and infant, Mr. E. H. Hillier, Mr. T. P. F. Butt, Mr. Constandse, Mr. Togneri, Mr. K. Watanabe, Mr. and Mrs. Brigham, Misses Brigham (2), Mr. T. Miyoshi, Mr. and Mrs. Giles, Misses Giles, Messrs. T. Shiraki, S. Usui, C. Takahashi, K. Takata, H. Dobashi, N. D. Shirof, K. Ohtsukuri, Miss O. Saitoh, Miss K. Sakamoto, Miss S. Kanihara, Miss B. Kanihara, Miss C. Kanihara, Miss T. Takafuku, Mrs. T. Takahashi, Miss K. Tsuruda, Miss Mori, Mrs. E. M. Smith and infant, and Mr. S. Honda.

LATEST STEAMER MOVEMENTS.

The str. *Shingo Maru*, which left San Francisco on 6th July, is expected to arrive at this port via Honolulu, Japan ports, and Manila this morning.
The str. *Sangai* left Singapore for this port on the 6th instant, p.m., and is due here on the 11th inst., afternoon.
THE ENGLISH MAIL.
The str. *Novara* left Shanghai for this port on the 7th instant, a.m., with the homeward English mails, and is due here on the 10th instant, at about daylight.

VESSELS EXPECTED.

AMERICAN MAIL.

The str. *China* left San Francisco on August 1st, and may be expected to arrive in Hongkong on August 20th.

MERCHANT STEAMERS.

The str. *Shirata* left Calcutta on the 4th instant, and may be expected here on or about the 21st instant.

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Hongkong, 29th July, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON VIA USUAL PORTS OF CALL.	SEALAND	Brit. str.	—	L. D. Pinckney	P. & O. S. N. Co.	About 15th inst.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	ATYUHA MARU	Jap. str.	—	Isuzu	NIPPON YUSEN KAISHA	About 20th inst.
LONDON	CITY OF NORWICH	Brit. str.	—	—	THE BANK LINE, LIMITED	On 5th Sept.
GENOA & LONDON	GLASGOW	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 9th Sept.
GENOA, LONDON & HULL	GLASGOW	Brit. str.	—	G. Roger	SHEWAN, TOMES & CO.	About 16th Sept.
MAURITIUS & SOUTH AFRICA PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 12th inst.
MARSEILLES VIA PORTS	ATROS	Brit. str.	—	Doris	MESSAGERIES MARITIMES	About 25th inst.
VICTORIA & TACOMA VIA MANILA &c.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHIN KAISHA	On 15th inst. at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KAILUING, &c.	YOKOHAMA MARU	Jap. str.	—	Shinohe	OSAKA SHOSHIN KAISHA	On 12th inst. at 4 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 28th Sept. at Noon.
BOSTON & NEW YORK VIA PANAMA CANAL	CITY OF NAPLES	Brit. str.	—	Pine	DODWELL & Co., Ltd.	On 15th inst.
BOSTON & NEW YORK	BOYTON CASTLE	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	About 26th inst.
SAN FRANCISCO VIA NAGASAKI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 11th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 16th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 5th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 21st Sept. at 10.30 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	To-day, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
KOBE & MOJI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
NAGASAKI, KOBE & YOKOHAMA	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
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SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst.
SHANGHAI	SHANTUNG	Jap. str.	—	—		

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong - S.S. "SALAMIS" ... 21st August.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.
LONDON ... "CITY OF NORWICH" ... On 21st Sept

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE RANK LINE, LTD.,

32 TO RHEES & CO., CANTON

GENERAL AGENTS

Hongkong 2nd August, 1916.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

SHANGHAI ... "SHANTUNG" ... On 10th Aug. 4 P.M.
HAIKONG ... "KAIFONG" ... On 11th Aug. 10 A.M.
SHANGHAI ... "YINGCHOW" ... On 13th Aug. 11 A.M.
MANILA, CEBU and ILOILO ... "TAMING" ... On 15th Aug. 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

SS. "LINTAY" and SS. "SANTU"
MANILA LINE—TWIN-SCREW STEAMERS "CHINCHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHUI," "CHENAN," "LUCHOW," "KINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong 21st August, 1916. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 11th Aug., at 2 P.M.
"ATTAN"	Capt. J. B. Thomson	TUESDAY, 15th Aug., at 2 P.M.
"AIKONG"	Capt. J. W. Evans	FRIDAY, 18th Aug., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st August, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA," 5,306 tons, Captain A. J. Terry, will be despatched for SHANGHAI, KOBE, and MOJI on—

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SANSSON & CO., LTD.,

Hongkong, 21st August, 1916.

AGENTS

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORRE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sep. 8	*KASHGAR	Oct. 8	Oct. 15
NAMUR	Sep. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 13
NOVARA	Oct. 20	MORFIA	Nov. 20	Nov. 26
NORRE	Nov. 3	Through Steamer	Dec. 3	Dec. 10
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

MALTA	TUESDAY, 15th August
NAMUR	SUNDAY, 27th August
SARDINIA	SATURDAY, 9th September

† Shanghai only.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave Hongkong about	Leave From about	Due at MARSEILLES if calling about	Due at LONDON about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PAHR,
Acting Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATE AND DEPARTURE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFF	ATSUTA MARU Capt. Tanaka 18,000	18,000	At 2 P.M. 29th Aug.
	HITACHI MARU Capt. Tanaka 35,000	35,000	THURSDAY, 24th Aug., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	YOKOHAMA MARU Capt. Shimizu 12,500	12,500	WEDNESDAY, 30th Aug., at 4 P.M.
	SADO MARU Capt. Asakawa 12,500	12,500	TUESDAY, 19th Sept., at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	TAKE MARU Capt. K. Yoshikawa 12,500	12,500	TUESDAY, 15th Aug., at 11 A.M.
	TANGO MARU Capt. S. Takano 13,500	13,500	TUESDAY, 12th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGALANG	KIRIN MARU Capt. Sakai 8,000	8,000	FRIDAY, 18th Aug.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Hori 8,000	8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU Capt. Sakamoto 10,000	10,000	THURSDAY, 17th Aug.
MOJI and KOBE	YETOROFU MARU Capt. Ogura 8,000	8,000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano 13,500	13,500	FRIDAY, 12th Aug., at 4 P.M.
SHANGHAI, KOBE and YOKOHAMA	KITANO MARU Capt. Cops 16,000	16,000	FRIDAY, 25th Aug., at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SINGAPORE, DURBAN, CAPE TOWN and SANTOS
WAKASA MARU
Capt. 12,500
Sails from Kobe Middle August

† Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 93 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	WED., 16th Aug Noon.
ANYO MARU	18,500—16 knots	TUES., 19th Sept. Noon
PERSIA MARU	9,000—14 knots	THURS., 31st Sept. 10.30 A.M.
TENYO MARU	22,000—21 knots	WED., 4th Oct., Noon.

† Via MANILA, Omitting Shanghai.

* Cargo only.

† Proceeding to South American Ports.

‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
ANYO MARU ... 18,500—16 knots ... TUESDAY, 12th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,
King's Building. [213]

TELEPHONE 391.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOUR-DAY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOUR-DAY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND YOKOHAMA	STEAMERS	To SAIL
YOKOHAMA	A. BEHC	On or about 13th Aug.
MARSEILLES VIA HAIPHONG, TOBANE and SAIGON (Without Transshipment)	ATHOS	On or about 28th Aug.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING

TELEPHONE 740

O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

* "CANADA MARU" ... FRIDAY, 18th Aug., at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE PORT SWETTENHAM AND COLOMBO

"SHINKOKU MARU" ... MONDAY, 21st Aug., at 7 A.M.

JAVA LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY

* "ANAKUSA MARU" ... SUNDAY, 13th Aug., at Noon.
* "BOSHI MARU" ... WEDNESDAY, 16th Aug., at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.
‡ Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the Boon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	12th Sept.	On 26th Aug. 11 A.M.
EASTERN		On 4th Oct. 11 A.M.

All Steamers fitted with wireless phy. Telog.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

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